

# Welcome

to the Public Hearing for the

## Tampa Interstate Study

### Supplemental Environmental Impact Statement

*I-275 (SR 93) from the Howard Frankland Bridge to  
north of Dr. Martin Luther King Jr. Boulevard (SR 574) and  
I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41)*

Work Program Item Segment #258337-2

February 25 & 27, 2020

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The Florida Department of Transportation (or F-D-O-T) welcomes you to the Public Hearing for the Tampa Interstate Study Supplemental Environmental Impact Statement, which encompasses improvements to Interstate 275 <two seventy-five> (or I-275) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard and Interstate 4 <four> (or I-4) from I-275 to east of 50th Street.



## Federal & State Requirements



| Federal Requirement                                       | Description  | State Requirement                              | Description   |
|---|--|--|---|
| FAST ACT  | Fixing America's Surface Transportation Act - 2015   | Florida Statute 120.525                        | Meetings, Hearings, and Workshops   |
| 23 Code of Federal Regulations (CFR), Chapter I, Part 450 | Planning Assistance and Standards  | Florida Statute 286.011                        | Government-in-the-Sunshine Law  |
| 23 CFR, Part 771, Section 711.111                         | Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development                      | Florida Statute 335.199                        | Transportation Projects Modifying Access to Adjacent Property                   |
| 40 CFR, Chapter I, Part 93.105                            | Determining Conformity of Federal Actions to State or Federal Implementation Plans   | Florida Statute 339.135                        | Public Hearings during the development of the Florida Transportation Plan       |
| 40 CFR, Volume 33, Chapter V, Parts 1500-1508             | Council on Environmental Quality Regulations (NEPA Requirements)   | Florida Statute 339.155                        | Transportation Planning   |
| 49 CFR, Subtitle A, Part 24                               | Uniform Relocation Assistance and Real Property Acquisition Policies Act   | Florida Statute 339.175                        | Public Transportation Finance and Planning, Metropolitan Planning Organization  |
| 23 United States Code (USC), Section 109(h)               | Highways - Economic, Social, and Environmental Effects   | Florida Statute 335.02(1)                      | Public Transportation, State Highway System                                     |
| 23 USC, Section 128                                       | Public Hearings  | Florida Statute 479.106, Amended               | Outdoor Advertising Signs/Noise Attenuation Barrier                             |
| 23 USC, Section 135                                       | Statewide Planning   | Florida Statute 163.3181(2) Dispute Resolution | Public Participation in the Comprehensive Planning Process; Intent, Alternative |
| 23 USC, Section 139                                       | Efficient Environmental Reviews for Project Decision Making  |  |   |
| 42 USC, Chapter 126, Section 12101                        | Americans with Disabilities Act of 1990, Title I and V   |  |   |
| 42 USC, Subchapter V, Sections 2000d-2000d-7              | Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes   |  |   |
| 42 USC, Title 42, Chapter 55, Section 4321                | National Environmental Policy Act of 1969 (NEPA)   |  |   |
| Executive Order 12898                                     | Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations |  |   |
| Executive Order 13166                                     | Improving Access to Services for Persons with Limited English Proficiency (LEP)  |  |   |
| FHWA Technical Advisory 6640.8A                           | Guidance for preparing and processing Environmental and Section 4(f)   |  |   |

See Display Board  
at Sign-In Table

The meeting is being conducted to provide interested citizens an opportunity to ask questions and to offer comments about the Recommended Locally Preferred Alternative (or L-P-A) being proposed for this project.

This study satisfies requirements of the National Environmental Policy Act, or NEPA <neepa>, and other applicable policies, regulations, and procedures.

For a full list of federal and state requirements, please see the citation board located at the sign-in table.

- 1 Project History & Overview
- 2 Recommended Locally Preferred Alternative
- 3 Visualizations
- 4 Study Findings
- 5 Adjacent Projects

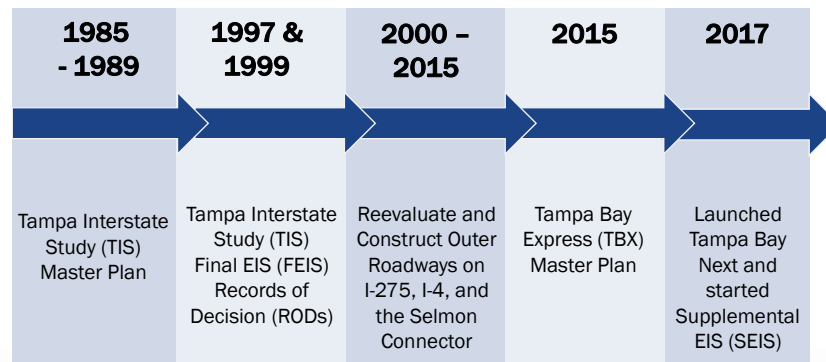


We have a lot of information on display tonight. To help you navigate our public hearing, we divided the room into five stations. Each station has a corresponding number and color. At the top left corner of each slide, there is a reference to one of the five stations.

Not only do we have printed exhibits and physical documents available for review, we also have smartboards and TVs to help you visualize the proposed improvements. FDOT representatives are here tonight to help walk you through the stations and explain all of the information.



- Records of Decision in 1997 & 1999 for TIS Final Environmental Impact Statement
- Notice of Intent for Supplemental Environmental Impact Statement – January 17, 2017



The T-I-S started back in the late 1980s with a master plan that led to the development of the 1996 Final Environmental Impact Statement (or F-E-I-S). The Federal Highway Administration issued an original Record of Decision in 1997 and an amended Record of Decision in 1999. Some of the project has been built, including the widening of I-275 in West Tampa, the widening of I-4 in East Tampa/Ybor <eebor>, and the I-4/Selmon Expressway Connector. In 2015, the F-D-O-T completed the feasibility study of tolled express lanes on Tampa Bay interstates. The T-I-S-S-E-I-S was launched in 2017 when the Federal Highway Administration published the Notice of Intent for the study.

- Upgrade safety and efficiency of I-275 and I-4 corridors
- Maintain access to local community

Full Purpose and Need  
in Draft SEIS at  
Documents Table



The purpose of the T-I-S S-E-I-S is to identify how to best upgrade the safety and efficiency of the existing I-275 <two seventy-five> and I-4 <four> corridors that service the Tampa Bay region, while maintaining access to the local community. The full purpose and need statement is available on the project website and is summarized in the Draft S-E-I-S.

## Supplemental Environmental Impact Statement (SEIS) Schedule



Since the S-E-I-S kicked off in 2017, FDOT hosted public workshops in October 2017 and May 2019 and has presented to numerous local organizations throughout the project area. Based on public input received and evaluation of potential effects of proposed alternatives, F-D-O-T is recommending a Locally Preferred Alternative (or L-P-A) that is being presented at tonight's hearing. On January 27, 2020, the Federal Highway Administration signed the Draft S-E-I-S to be released for public comment in the federal register.

## FDOT has recommended a Locally Preferred Alternative (LPA) to FHWA\*.

The improvements include:

- Reconstruction of the I-275/SR 60 Interchange in Westshore
- Addition of 2 tolled express lanes in each direction from Howard Frankland Bridge to Downtown Tampa
- Safety and operational improvements to the I-275/I-4 Interchange in Downtown Tampa

\* The No Further Action Alternative will remain viable throughout the study.

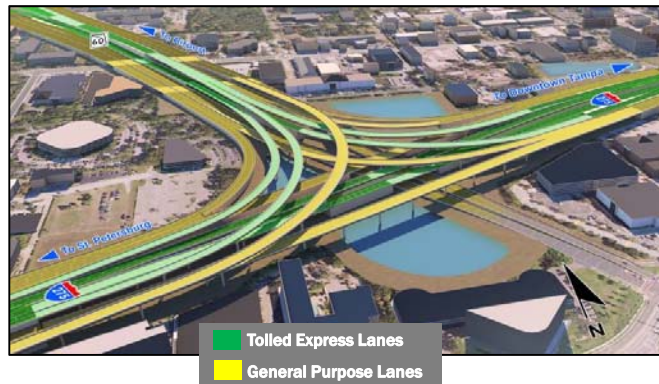


The L-P-A includes the full reconstruction of the Westshore Area Interchange that will include tolled express lanes and general purpose lanes, the addition of tolled express lanes and general purpose lanes along the I-275 <two seventy-five> corridor connecting the Howard Frankland Bridge and Westshore area to Downtown Tampa, and improvements to the Downtown Tampa Interchange that will enhance safety and traffic operations. The proposed express lane improvements would provide direct connections from I-275 <two seventy-five> to the Veterans Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport, the Westshore Business District, and Downtown Tampa. Please visit Stations 2 and 3 for more detailed project maps and visualizations.

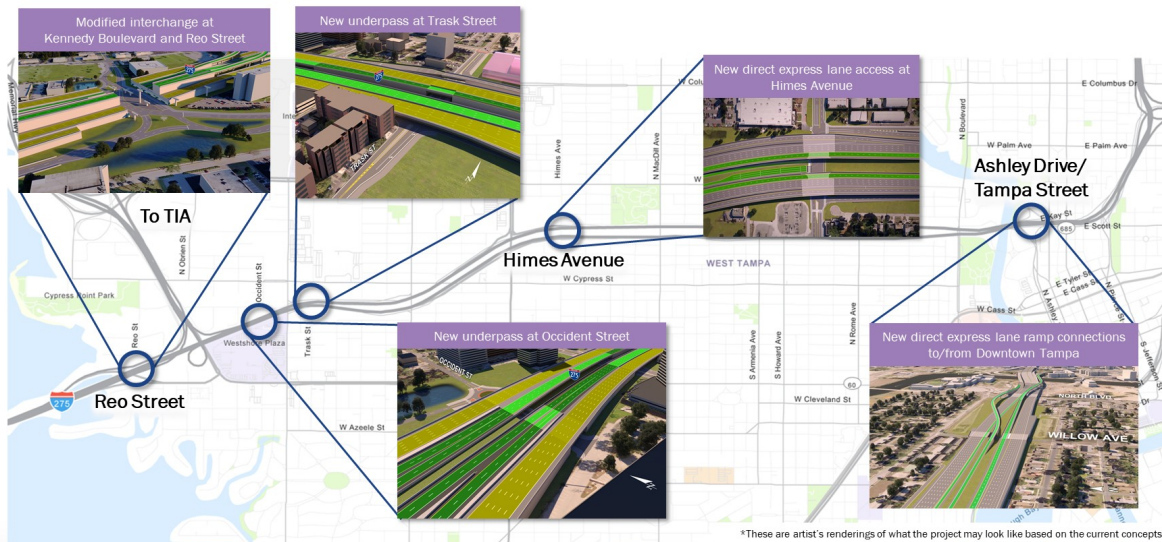


### Proposed Improvements

- Reconstruction of the interchange
- Brings interchange to modern standards
- Improves general purpose lanes
- Direct connection between Howard Frankland Bridge & Tampa International Airport/ Veterans Expressway & other local streets
- Adds 2 tolled express lanes and ramps in each direction
- Preserves transit envelope in median of I-275



The L-P-A proposes the complete reconstruction of the Westshore Area Interchange to bring it up to modern standards. With the new configuration, the general purpose lane ramp connections to and from State Road 60 and I-275 <two seventy-five> will be improved, and the existing loop ramp will be replaced with a two-lane flyover ramp, two tolled express lanes will be added in each direction along I-275 <two seventy-five>, and a transit corridor will be preserved for future transit use.



A partial diverging diamond interchange at Reo Street will provide direct express lane access to southbound I-275 <two seventy-five> and new connections between Kennedy Boulevard and Cypress Street. New direct express lane connections will additionally be provided to/from I-275 <two seventy-five> to Himes Avenue. Tolerated express lanes would extend to Ashley Drive/Tampa Street via direct connect ramps.

At a local level, the project will provide a significant benefit to the walk/bike network and traffic circulation in the Westshore Business District by reconnecting Reo Street/Kennedy Boulevard, Occident Street, and Trask Street beneath the interstate and help relieve traffic congestion on Westshore Boulevard.

FDOT is also looking at trail connectivity adjacent to the interstate throughout the corridor.

### Southbound I-275 to Eastbound I-4

- 1 Widen 1 lane flyover exit ramp from SB I-275 to EB I-4 to 2 lanes
  - 2 SB I-275 exit ramp to Floribraska Avenue will remain open
  - 3 Modify EB exit ramp to provide access to both 14<sup>th</sup>/15<sup>th</sup> Streets and 21<sup>st</sup>/22<sup>nd</sup> Streets
- Frontage road (E 13<sup>th</sup> Avenue) widened to 2 lanes



The improvements to the Downtown Tampa Interchange proposed as part of the L-P-A are intended to address the existing safety and operational issues. They encompass three movements and only require acquisition of seven additional properties.

The first movement is from southbound I-275 <two seventy-five> to eastbound I-4 <four>. This operational improvement includes widening the existing one lane flyover exit ramp from southbound I-275 <two seventy-five> to eastbound I-4 <four> to two lanes. Access to the local community would be provided via the existing exit ramp to Floribraska Avenue and a modified eastbound exit ramp providing access to both 14th/15th Streets and 21st/22nd Streets. This modified exit would allow drivers to access Ybor <eebor> City and East Tampa without having to merge onto I-4 <four>. Access to 21st/22nd Streets will be maintained from the modified 14th/15th Street exits via East 13th Avenue, the existing frontage road, which will be widened to two lanes between 15th and 21st Streets. Other ramps to/from I-275 <two seventy-five> at 21st/22nd Streets will remain.

### Westbound I-4 to Northbound I-275

- 1 Widen existing 1 lane exit ramp from WB I-4 to NB I-275 to 2 lanes
- 2 Additional merge lanes on NB I-275 to Dr. Martin Luther King Jr. Boulevard will alleviate congestion & improve operations & safety
- 3 Widen existing 1 lane exit ramp to Dr. Martin Luther King Jr. Boulevard to 2 lanes
- 4 NB I-275 on-ramp from Floribraska Avenue will remain open



The next movement consists of operational improvements to westbound I-4 <four> to northbound I-275 <two seventy-five>, including the widening of the existing one lane exit ramp from westbound I-4 <four> to northbound I-275 <two seventy-five> to two lanes. Additional merge lanes on northbound I-275 <two seventy-five> would be provided and the existing one lane exit ramp to Dr. Martin Luther King Jr., Boulevard would be widened to two lanes. The proposed improvements would maintain the existing entrance ramp from Floribraska Avenue.

### Westbound I-4 to Southbound I-275

- 1 Widen existing 2- lane exit ramp from WB I-4 to SB I-275 to 3 lanes
- 2 Relocate Downtown exits to improve spacing where I-4 splits & drivers exit to NB I-275, SB I-275, & Downtown Tampa
- 3 Access to Downtown Tampa via exits remains same
- 4 Widen existing shoulders on SB I-275 between Palm Avenue & Jefferson Street



The last movement consists of operation improvements to westbound I-4 <four> to southbound I-275 <two seventy-five>, including the widening of the southbound I-275 <two seventy-five> ramp from two lanes to three lanes through the interchange. The three lanes would join the two lanes from southbound I-275 <two seventy-five> to provide five lanes onto southbound I-275 <two seventy-five> before merging back to the existing four lanes at Jefferson Street. The exit to Downtown Tampa will be shifted to improve spacing. The exit ramp will still provide drivers with the same direct access to downtown like today. Shoulders would be widened on southbound I-275 <two seventy-five> between Palm Avenue and Jefferson Street to improve safety.



- Viable alternative throughout the study
- Existing transportation system + improvements of 1997 & 1999 Records of Decision that have NOT been constructed
- No-Build throughout study corridor except at Westshore Area Interchange where FHWA approved widening of outside lanes in 1999



The No Further Action Alternative is considered a viable alternative throughout this study. This alternative is defined as the existing transportation system plus the improvements approved in the 1997 and 1999 Records of Decision that have not been constructed. These improvements include the construction of the general use lanes (or outer roadways) and associated ramps within the Westshore Area Interchange.

## Tampa Interstate Study Supplemental Environmental Impact

A project's environmental impacts, engineering considerations, and public comments aid in decision-making.

This graphic lists the various documents that FDOT is preparing as a part of this process.

### Sociocultural Effects

Sociocultural Effects  
Tech Memo (includes  
Environmental Justice &  
Economic Considerations)  
  
Cultural Resources Assessment  
Survey/  
Section 106 Case Study  
  
Conceptual Stage Relocation  
Plan

### Natural and Physical Effects

Air Quality Tech Memo  
  
Natural Resources Evaluation  
  
Noise Tech Memo  
  
Contamination Screening  
Evaluation Report

### Engineering Considerations

Preliminary Engineering Report  
  
Project Traffic Analysis Report  
  
Pond Siting Report  
  
Location Hydraulics Report

### Public Outreach

Public and Agency Coordination  
Plan  
  
Comments and Coordination  
Tech Memo  
  
Small Group Meetings  
  
Public Workshops  
  
Public Hearing

[www.tampainterstatestudy.com](http://www.tampainterstatestudy.com)

FDOT undertook a comprehensive evaluation of alternatives leading to the selection of the L-P-A by considering environmental and engineering factors, construction costs and right-of-way needs, and public input. Numerous draft documents have been prepared to date and are available for review at Station 4 and on the project website.

| TIS Segment  | TIS Segment 1A    |                               | TIS Segment 2A    |                               | TIS Segment 2B    |                                     | TIS Segment 3A    |                               | TIS Segment 3B    |                               |
|--|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|-------------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|
| Alternative  | No Further Action | Locally Preferred Alternative | No Further Action | Locally Preferred Alternative | No Further Action | Locally Preferred Alternative       | No Further Action | Locally Preferred Alternative | No Further Action | Locally Preferred Alternative |
| <b>Accommodates Transit Operation</b>  |                   |                               |                   |                               |                   |                                     |                   |                               |                   |                               |
| Provides Express Bus/BRT Opportunities   | Yes               | Yes                           | Yes               | Yes                           | No                | TBD                                 | Yes               | No                            | Yes               | Yes                           |
| Maintains Transit Corridor   | Yes               | Yes                           | Yes               | Yes                           | No                | No                                  | Yes               | No                            | Yes               | Yes                           |
| Supports Connections to Existing and Planned Services                                    | Yes               | Yes                           | Yes               | Yes                           | Yes               | Yes                                 | Yes               | Yes                           | Yes               | Yes                           |
| <b>Neighborhood Connections</b>  |                   |                               |                   |                               |                   |                                     |                   |                               |                   |                               |
| Improves Existing Connections  | Yes               | Yes                           | No                | No                            | No                | Yes                                 | No                | Yes                           | No                | No                            |
| Provides New Connections   | Yes               | Yes                           | No                | No                            | No                | No                                  | No                | No                            | No                | No                            |
| <b>Cultural Resources</b>  |                   |                               |                   |                               |                   |                                     |                   |                               |                   |                               |
| Historic Buildings within the Footprint (Potential Direct Effect)                        | 0                 | 0                             | 0                 | 0                             | 0                 | Individual Property: 0 Contributing | 0                 | 0                             | 0                 | 0                             |
| Historic Properties Adjacent to the Footprint (Potential Indirect Adverse Visual Effect) |                   |                               |                   |                               |                   |                                     | 0                 | 0                             | 0                 | 0                             |
| Archaeological Sites (Number Impacted)   |                   |                               |                   |                               |                   |                                     | 0                 | 0                             | 0                 | 0                             |
| Resources Potentially Directly Impacted  |                   |                               |                   |                               |                   |                                     | 0                 | 0                             | 0                 | 0                             |
| <b>Community Resources Directly Impacted</b>   |                   |                               |                   |                               |                   |                                     |                   |                               |                   |                               |
| Number   | 0                 | 0                             | 0                 | 0                             | 0                 | 0                                   | 0                 | 0                             | 0                 | 0                             |
| <b>Natural Resources</b>   |                   |                               |                   |                               |                   |                                     |                   |                               |                   |                               |
| Wetlands/Seagrasses (acres)  | 0                 | 20.35                         | 0                 | 0                             | 0                 | 0.6                                 | 0                 | 0                             | 0                 | 0                             |
| Floodplains (Potential for Encroachment)   | None              | Minimal                       | None              | None                          | None              | Minimal                             | None              | None                          | None              | Minimal                       |
| Surface Waters (acres)   | 0                 | 14.34                         | 0                 | 0                             | 0                 | 0                                   | 0                 | 0                             | 0                 | 0                             |
| Threatened & Endangered Species (Probability of Effect - Low/Medium/High)                | Low               | Low                           | Low               | Low                           | 0                 | Low                                 | Low               | Low                           | Low               | Low                           |
| <b>Physical Resources</b>  |                   |                               |                   |                               |                   |                                     |                   |                               |                   |                               |
| Number of Impacted Receptors and Properties  | 9                 | 9                             | 0                 | 0                             | 0                 | 279                                 | 0                 | 0                             | 0                 | 0                             |
| Contamination Sites (Number Rated High or Medium Risk)                                   | 0                 | 14                            | 0                 | 11                            | 0                 | 11 High<br>20 Medium                | 0                 | 5 High<br>11 Medium           | 0                 | 5 High<br>1 Medium            |
| <b>Right-of-Way Impacts</b>  |                   |                               |                   |                               |                   |                                     |                   |                               |                   |                               |
| Number of Parcels Impacted/Already Purchased/Remaining to Purchase                       | 41/26/15          | 41/26/15                      | 32/32/0           | 32/32/0                       | 165/165/0         | 61/53/7                             | 270/270/0         | 270/270/0                     | 108/108/0         | 108/108/0                     |
| Business Relocations   | 21                | 21                            | 0                 | 0                             | 0                 | 1                                   | 0                 | 0                             | 0                 | 0                             |
| Residential Relocations  | 0                 | 0                             | 0                 | 0                             | 0                 | 6                                   | 0                 | 0                             | 0                 | 0                             |

See Evaluation Matrix Board for more details

FDOT has prepared an evaluation matrix that compares the anticipated impacts associated with the No Further Action Alternative to the L-P-A, including potential effects on environmental resources, right-of-way, and construction cost estimates. Please refer to the display board in Station 4 for more information about potential impacts.



| Project Phase      | FDOT Tentative Five-Year Work Program (FY 2020/2021 – FY 2024/2025) |   |   |
|--------------------|---|---|---|
|                    | I-275 from Howard Frankland Bridge to North of Hillsborough River   | Downtown Tampa Interchange (I-275/I-4) Operational Improvements | I-4 from East of 22 <sup>nd</sup> Street to East of 50 <sup>th</sup> Street |
| Design             | Included in Construction  | Not Currently Funded  | No Further Improvements Included In LPA*                                    |
| Right-of-Way       | Funded (2020/2021 – 2023/2024)                                      | Not Currently Funded  | No Further Improvements Included In LPA*                                    |
| Construction Start | Funded (2023/2024)  | Not Currently Funded  | No Further Improvements Included In LPA*                                    |

LPA = Locally Preferred Alternative

\*A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section 8 (Financial Project Identification Number 431746-3-52-01), including the beginning of the express lane system heading east on I-4.

This table reflects funding for the various phases of improvements described in the Draft S-E-I-S. Right-of-way acquisition is ongoing for the segment of I-275 <two seventy-five> from the Howard Frankland Bridge to north of the Hillsborough River, which includes the reconstruction of the Westshore Area Interchange. For this same segment, construction is funded in Fiscal Year 2023/2024. No funding is currently allocated for the Downtown Tampa Interchange operational improvements.

|  |                                   |
|--|-----------------------------------|
| Project Kick Off/Notice of Intent to Prepare SEIS      | January 17, 2017                  |
| Concept Development                                    | Spring/Summer 2017                |
| 1 <sup>st</sup> Public Workshop                        | October 2017                      |
| Concept Refinement                                     | Winter 2017/2018                  |
| 2 <sup>nd</sup> Public Workshop                        | May 2019                          |
| Notice of Public Availability/FHWA Approves Draft SEIS | January 27, 2020                  |
| <b>Public Hearing</b>                                  | <b>February 25 &amp; 27, 2020</b> |
| Finalize SEIS Documents                                | Spring/Summer 2020                |
| NEPA Complete (Final SEIS/Record of Decision)          | Fall 2020                         |

This public hearing is being held tonight to present the results of the Draft S-E-I-S and to formally record all comments received on the document and recommended L-P-A. The Federal Highway Administration and F-D-O-T will make the final determination on the L-P-A and finalize the S-E-I-S documents after public and agency comments received at the public hearing have been fully considered and evaluated. F-D-O-T anticipates that the Federal Highway Administration will issue a combined Final S-E-I-S and Record of Decision by the end of 2020.

| Documents Available<br>February 4, 2020 to March 12, 2020  |   | Review Study Documents   |  |
|--|---|--|--|
| <b>FDOT District Seven</b><br>11201 N McKinley Drive<br>Tampa, FL 33612<br>(813) 975-6000              | <b>Robert W. Saunders, Sr.<br/>Public Library</b><br>1505 Nebraska Avenue<br>Tampa, Florida 33602<br>(813) 273-3652 | <b>West Tampa Branch Library</b><br>2312 W Union Street<br>Tampa, FL 33607<br>(813) 273-3652 | <b>Hillsborough Community<br/>College Dale Mabry<br/>Campus Library</b><br>DLRC Building (2 <sup>nd</sup> & 3 <sup>rd</sup> Floors)<br>4001 W Tampa Bay Boulevard<br>Tampa, FL 33614<br>(813) 253-7381 |
| <b>Hours:</b><br>Mon-Fri 8:00 a.m.–5:00 p.m.<br>Sat-Sun Closed   | <b>Hours:</b><br>Mon-Tue 10:00 a.m.–8:00 p.m.<br>Wed-Sat 10:00 a.m.–6:00 p.m.<br>Sun Closed                         | <b>Hours:</b><br>Mon-Sat 10:00 a.m.–6:00 p.m.<br>Sun Closed                                  | <b>Hours:</b><br>Mon-Thu 8:00 a.m.–8:00 p.m.<br>Fri 8:00 a.m.–2:00 p.m.<br>Sat 8:00 a.m.–2:00 p.m.<br>Sun Closed   |
| <b>Review Online</b><br><a href="http://www.tampainterstatestudy.com">www.tampainterstatestudy.com</a> |   | <b>See Project Documents Table<br/>To View Project Documents</b>                             |  |

TIS SEIS (Work Program Item Segment #258337-2) | Public Hearing | February 25 & 27, 2020 19

Project documents are available for review tonight at Station 4 and have been available on the project website and at four locations in Tampa, including the F-D-O-T District Seven office, the Robert W. Saunders Senior Public Library, the West Tampa Branch Library, and the Hillsborough Community College Dale Mabry Campus Library. The documents have been on display at these locations since February 4th <fourth> and will be available until March 12th <twelfth>.



### Court Reporters

- Provide verbal comment to the Court Reporters
- Provide comment during formal public portion beginning at 6:00 p.m.



### Comment Form

- Complete a Comment Form and drop it in comment box tonight
- Complete a Comment Form and mail it to the pre-printed address postmarked by **March 12, 2020**



### Online

- Submit electronically from the comments page at:  
[www.tampainterstatestudy.com](http://www.tampainterstatestudy.com)

### Email

[D7-TIS@dot.state.fl.us](mailto:D7-TIS@dot.state.fl.us)

There are several ways to make a comment as part of the public hearing record. You can speak directly to either of the two court reporters who are here this evening anytime during the open house. A court reporter will also record verbatim the comments stated during the formal portion of the public hearing, which begins at 6:00 p.m. Please complete a speaker card and give it to an F-D-O-T representative at the sign-in table to indicate your interest to speak publicly. You may also complete a comment form located at the comments table and drop it in one of the comment boxes or mail written comments to the address provided on the back of the form. Additionally, comments may be submitted electronically through the comments page on the project website at [www.tampainterstatestudy.com](http://www.tampainterstatestudy.com) <w-w-w dot tampa interstate study dot com> or to [D7-TIS@dot.state.fl.us](mailto:D7-TIS@dot.state.fl.us) <D-7 dash T-I-S at D-O-T dot STATE dot F-L dot U-S>. All comments must be received or postmarked by Thursday, March 12 <twelfth>, 2020 to become part of the official public hearing record.

## Thank you for Participating!

For Additional Information Please Contact:



Also feel free to visit  
**[www.tampainterstatestudy.com](http://www.tampainterstatestudy.com)**

For more information on adjacent projects refer to: [www.TampaBayNext.com](http://www.TampaBayNext.com)

This concludes the presentation for the T-I-S S-E-I-S. Thank you for attending tonight's public hearing. We appreciate your participation. Remember to be alert today. Alive tomorrow. Safety doesn't happen by accident.